pipes of 4-5 feet (1.22 to 1.52 metres) length valued Rs. 500/-approximately were found stolen on the night of 25/26-7-2004 from Fairy Queen's Engine No. EIR-22, a 149-year old steam locomotive, standing at National Rail Museum, Chanakyapuri, New Delhi.

(c) and (d) Yes, Sir. On the report lodged by the Technical Assistant of National Rail Museum, Civil Police, Chanakyapuri, New Delhi has registered a case. No. 176/04 U/S 379 IPC dated 28-7-2004 and investigated Recovery of 1 brass handle and 10 pieces of copper pipes valued Rs. 400/- approximately from the bushes outside the boundary wall of National Rail Museum, has been effected.

(e) No, Sir. No employee was found involved in this case.

(f) Does not arise. Director, National Rail Museum has been instructed to make arrangements for raising the boundary wall of the Museum and provide a barbed wire fencing on it to prevent scaling of the boundary wall by criminals.

Working Capacity of Goods Trains

†1898. SHRI VIJAY J. DARDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the working capacity of goods trains has come down to 25 per cent due to creation of new Railway Zones due to which there is rise in prices of the essential commodities as they are coming late in the market;

(b) if so, whether special efforts are being made to increase their slow speed;

(c) whether Railways is having sufficient number of wagons for carrying goods; and

(d) if not, whether Railways have issued orders to construct new wagons?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) Does not arise.

(c) No, Sir. In fact during the last financial year, the increased movement of iron ore for export, coal to thermal power houses and

† Original notice of the question was received in Hindi.

foodgrain for Public Distribution System (PDS), resulted in shortage of wagons. The shortage of wagons continued in the first qu2rter of the current financial year also. However, in the present quarter i.e. the second quarter, there is no shortage of wagons on Indian Railways.

(d) Production of new wagons is a continuing process. This depends upon a number of factors like condemnation of overaged wagons, current loading trend and likely projection of traffic in future. The total order for production of 28157 (Four Wheeler Unit) wagons is there during 2004-05.

Train Accidents on Konkan Railways

1899. SHRI AMAR SINGH:

SHRI ABU ASIM AZMI:

Will the Minister of RAILWAYS be pleased to state:

(a) the total number of people killed/injured in train accidents on the Konkan Railways and the amount of assistance that has been given to the victims and injured persons;

(b) the precise reasons which were responsible for this disaster;

(c) the steps Government propose to take to avert such accidents in future on this sector; and

(d) what action Government propose to take against the officers concerned who had failed to implement the safety norms, chalked out after the last year's accidents?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Since the launch of Konkan Railway in 1996, there have been 80 deaths and 191 injuries in consequential train accidents till date. These includes 15 deaths and 106 injuries in the Matsyagandha Express derailment of 16.06.2004 on Konkan Railway.

As per the provisional findings of the Commissioner of Railway Safety/Central Circle, the derailment of Matsyagandha Express on 16.06.2004 occurred due to natural fall of boulders and soil.

In these accidents, Rs, 77.215 lacs have been paid as ex-gratia amount.Further, a sum of Rs. 14.92 lacs has been paid as compensation. 44 cases are pending before various Railways Claims Tribunals at present.